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Quality (old bottled),
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A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

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MARRIAGE.

On the 1st October, at the British Episcopal
Church, London, by the Ven. Archdeacon Wolfe
and Rev. J. Martin, Dr. GEORGE WILKINSON, to
Miss Amy OXLEY, both of the Church Missionary
Society.

The Daily Press.

HONGKONG OFFICE: 11, VICTORIA ROAD, L.C.
LONDON OFFICE: 11, FLEET STREET, E.C.

HONGKONG, 15th October, 1902.

We had almost hoped that with the nine-
teenth century we had seen the last of that
fatuous band of fanatics who for so many
years squandered money and wasted energy
in the futile attempt to abolish the opium
trade. The crusade was kept actively alive
so long as silly people could be induced to
contribute money for the maintenance of a
secretary and staff, who, in order to justify
their *raison d'être*, poured a flood of pomp-
let literature—containing hysterical appeals
and distorted figures and facts—upon an
unsympathetic public. The stream of sub-
scriptions, however, dried up at length;
the public grew in time to recognise the
rank absurdity of a movement to deliver
China from a traffic her rulers really
regard with indifference or as a handy
means of adding to the revenue. But, like
many other foolish movements, the anti-
opium agitation means to the hind. That
it is not yet dead is proved by RAVENNE's
telegram of the 9th inst., which announces
that a meeting of the Society for the Sup-
pression of the Opium Trade has been held
at Lambeth Palace, the Archbishop of
Canterbury presiding. No doubt the
usual exaggerations and misstatements were
made to do duty again on this occasion,
for we are further informed that "the
meeting stigmatised the opium trade as
"a blot on the English name and an in-
justice to China." It is much to be
regretted that the head of the Anglican
Church should have identified himself with
such an agitation, and we can in charity only
regard the fact as a proof of senile decay
in his Lordship. The cry of injustice to

China is, as the executive members of the
Society are well aware—unless, as is
probable, they are quite a new lot—has
been again and again disproved, and
Chinese officials have themselves disavowed
sympathy with the aims of the Society.
All that the Chinese Government desires is
liberty to tax the drug to their heart's
content, in order to increase the already
large revenue derived from it. They have
recently, in order to accomplish this object,
raised the tax by a hundred per cent., and
in order to do this legally they have avowed
their intention to increase the duty on
native drug to a parity with that levied on
the imported opium. They are running a
risk, it is true, of killing the goose that
laid the golden eggs, but Chinese are invariably
ready to take that kind of risk, as shown
in their refusal to lighten the export duty
on tea and enable it to compete with the
products of India and Ceylon. The man-
darins are, of course, quite willing to accept
any advantage that may arise from the talk
of injustice to China, by making political
capital of it, but they are not prepared to
go beyond a passive acquiescence in the
statements as to the injury done to China
in allowing the Chinese to purchase the
pure drug of India to use instead of or in
conjunction with the cruder product of
Yunnan and Szechuen.

It is somewhat of a coincidence that this
revival of energy on the part of the Society
for the Suppression of the Opium Trade
should be almost synchronous with the
attempt by the Chinese authorities to
double the duties on Indian and Persian
Opium. It is also noteworthy that Sir
HALLIDAY MACARTNEY, the active agent of
China in London, has just received the
decoration of the Double Dragon, and
permission from His Majesty the King to
wear it. Whether Sir HALLIDAY MACAR-
TNEY has had any recent communication with
the anti-opium society we are unable to say,
but it is not unlikely that he is cognisant
of all that it does or proposes to do. How-
ever that may be, we trust the Government
of Mr. BAUFOR will not—any more than
that of Lord SALISBURY—be led into any
action affording encouragement to this
agitation. There is no doubt that the
opium trade is just as legitimate as any
other trade, and that the drug is in no sense
forced upon China. No sustained effort
has ever been put forth by the Chinese
Government to combat the habit of opium
smoking, but on the contrary opium-smok-
ing saloons are permitted if not licensed in
all parts of the Empire, and tacit encourage-
ment is afforded to the cultivators of the
poppy in various provinces by the imposi-
tion of a lighter duty on the home-grown
drug. Indeed, in several provinces, the
duty collected on native opium is almost
nominal, smuggling being connived at by
the officials. If the Chinese Government
were so disposed, it would be a compara-
tively easy task to carry out the decree
prohibiting the cultivation of the poppy in
the Central Kingdom. But beyond asser-
vations to the effect that the production
is illegal and the issue of sundry orders
and decrees, no really serious attempt
has been made to even restrict the illicit
cultivation of the drug. The mandarins
have openly treated the law as a dead letter
and have unblushingly allowed the prop-
rietors to cover the land with the scarlet
flowers of the flanneting poppy. It is idle
for the Imperial Government to pretend
that the provincial authorities have been
alone to blame for the failure to enforce the
decree prohibiting the cultivation of the
poppy, for the fact that it is so cultivated
has been repeatedly recognised in official
documents. This being the case, and the fact
being that considerably the larger portion of
the opium consumed in China is raised in
Chinese territory, it is surely time for even
the good people who hail from Exeter Hall
to drop this ridiculous agitation against a
trade which the Chinese themselves do not
oppose, and which after all is less harmful
than the liquor traffic carried on by all the
civilised states of the Western World. It
is right that common-sense should rule in
this matter as in all others connected with
trade and commerce.

The English mail of the 13th ult. was
delivered in London on the 11th inst.

The band of the Royal Welch Fusiliers will
play at The Cliffs, the Peak, from 9 p.m. to 11
p.m. on Saturday, when Colonel and Mrs. Bertie
will be at home to their friends.

Hawaii's Porto Rican colonists have petitioned
the government at Washington from San
Juan to redress their grievances. They accuse
Governor Piñero of brutality.

At the quarterly meeting of the Hongkong
Golf Club, which begins on Friday, the com-
petitions will be for the McEwen Cup, the
Richardson and Bogey Cups, and a Foot.

Mr. J. W. Osborne, of the Kowloon Hotel, is
providing a musical treat for his visitors to-
morrow night. The band of the 3rd Burma
Infantry is to play in the garden of the hotel
from 7.30 till 10.30 p.m., and will appear every
Thursday night until further notice.

Our Macao correspondent writes that the
Bazaar which was postponed will take place in
the Avenida Vasco da Gama, Macao, on the
evenings of Saturday and Sunday next.

Apart from the one fatal Chinese plague case
which we have already mentioned as occurring
last week, there was a case of enteric fever in
the Colony, the sufferer being an Indian.

Mr. J. Stewart Black has resigned the British
Vice-Consulship at Bangkok. Mr. Black, how-
ever, is returning to Siam shortly to become a
Judge of the Siamese Appeal Court.

The *Universal Gazette* says that at this year's
annual manoeuvres in Japan, China will have
forty representatives, Corea five, while Europe
and the United States will appoint twenty-five
officers to witness the military operations.

Members of the Hongkong Cricket Club are
reminded that an extraordinary general meeting
will be held in the Pavilion at 5.15 p.m. to-day.
By the rules of the Club, thirty members con-
stitute a quorum at an extraordinary general
meeting and it is to be hoped that members
will make a point of attending so that the
required number may be present and thus obviate
the necessity of calling another meeting. The
business before the meeting will be the revision
of the Club rules.

General Jacob Smith addressed the Grand
Army Campfire in Washington on the night of
the 7th inst. In the course of his remarks he
said he preferred a civilised enemy, as in the
civil war, rather than the uncivilised enemy in
the Philippines. Six thousand veterans extend-
ed to General Smith a great ovation. A person
called Corporal Tanner ridiculed General Smith,
and said "we will civilise the Filipino savages
if we have to shoot Christianity into them."
This kind of fanaticism should make the American
task in the Philippines indeed a labour of love.

The following is the solution of the Siamese
Malay question proposed by the special com-
missioner who has just visited that part of Siam
on behalf of the *Singapore Free Press*:—Let
Siam continue to hold the sovereign power she
claims over these States in matters pertaining
to their foreign policy, but let the internal
administration be conducted by Malay Rajas
assisted by competent and experienced British
officials, who have had the opportunity of gain-
ing experience in dealing with native races in a
practical school; open the country to free trade
and enterprise, and finally lay it down that the
revenues of the country shall be spent in the
country for its development and administra-
tion. These seem simple remedies, but they are
very sovereign ones, and would go far to effect
a complete and effectual cure of what is fast
becoming an intolerable situation. Siam will
not suffer, save that she may lose a certain
amount of money which at present comes into
her treasury, but that loss would be the price
of an assured peace on her western borders, and
probably of an assured friendship on the part
of Great Britain, whilst to the Malays it would
spell that quiet and prosperity which are at
present enjoyed by their compatriots in the
Federated Malay States.

MUSIC FOR THE PUBLIC.

The following programme of music will be
played by the band of the Hongkong Regiment
on the New Parade Ground to-day, between
4.30 and 6 p.m.:—

- March: "Fyn Wood," Clark
Overture: "French Comedy," Bala-
Waltz: "Fyn Wood," Clark
Suite: "Fyn Wood," Clark
Clarinet Solo: "Les Alcazars," Thiers
Polka: "Merriment," Wood
Selection: "Reunions of Scotland," Godfrey
"God Save the King."

THE PROJECTOSCOPIC CO. AT
THE THEATRE.

The above Company gave the first of three
entertainments last night before a moderate
house. The programme was divided into
three parts, the first being the Passion
Play of Oberammergau, the second miscellane-
ous scenes and an excellent sleight-of-hand
performance by "Alva, King of Coins," and
the third depicting of the Coronation. At the
commencement the operator of the camera
made rather a hash of things, but improved
later on. Some of the pictures were really
excellent, others again the opposite. The
first part was spoiled by the untimely levity
of a few persons who should have known
better. The piece playing of Mr. D. Francis
was first-rate. The entertainment will be
repeated to-night and to-morrow.

VESSELS CHARTERED.

The Philippine Army Transport Service have
chartered the Norwegian steamer *Proetus*, 1,024
tons, Captain Muller, which arrived at Manila
from Saigon on the 20th September with a cargo
of rice. The German steamer *Independant* and
the Norwegian steamer *Themis* have both been
chartered by Warner, Barnes & Company to
bring rice from Saigon to Manila, adds the
Manila Times. The old familiar *Perla* is char-
tered to make three trips from Saigon to Java
with rice.

CHOLERA IN THE PHILIPPINES.

The daily provincial cholera report for 7th
inst. was 1,769 new cases; 4,768 deaths; mortality
43 per cent. Misamis, Iloilo, reported 743 new
cases and 211 deaths during the 24 hours. Nine-
teen towns in the province of Iloilo reported
1,483 cases and 654 deaths during the 24 hours.
The report for Manila was 4 cases and one
death, two cases of which were American.
James H. Bufford, from the Occidental Hotel,
and Jayme Smith, of 371 Calle Magallanes,
Bingoad. The total number of cases reported
to 8 a.m., 7th October, since the beginning
of the epidemic are 60,001 and 53,048 deaths,
with a mortality of 85 per cent.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 13th October, 7.55 p.m.

ANOTHER WAR IMMINENT IN
THE PHILIPPINES.

A Manila despatch to New York states
that the Sultan of Bacolod has written to
General Sumner, requesting war forthwith.
The Sultan wishes to maintain the Moham-
medan religion and does not desire American
friendship.

RUSSIAN DIPLOMATIC CHANGE.

The Russian Minister at Tokyo has been
transferred to Copenhagen.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 13th October, 7.55 p.m.

THE COAL-STRIKE IN THE UNITED
STATES.

A settlement of the American coal-miners
strike is expected hourly.

[A telegram to Manila, dated New York, 9th
October, says:—"The Governor of Pennsylvania
has called out the entire state militia to restore
order among the strikers in the coal-mining
regions. Ten thousand militiamen are now in
the field. At the conference at the White
House between the President, the mine opera-
tors and President John Mitchell, of the Con-
miners' Association held recently, the operators
refused to treat with Mitchell, giving as their
reason that all previous efforts to settle the
difficulty had been futile. They said, however,
that if the President would send troops to the
strike region they would resume mining
operations. The President was reluctant to do
this, and he addressed an appeal to the strikers
to return to work and take his promise that he
would endeavor to induce Congress to make
legislation that would advance the miners' in-
terests. The strikers paid no attention to this
appeal, rioting was resumed and when it became
so general that toleration passed all bounds, the
governor of Pennsylvania, presumably with
the sanction of President Roosevelt, took the
matter in hand by calling out all of the militia
of the state. The operators now claim that
the strike will soon end."—Ed. D.P.]

REUTERS'S SERVICE.

LONDON, 12th October.

THE NEW ATLANTIC SERVICE.

The subsidy for the new steamship line
between Liverpool and Canada is one and
one-eighth million dollars annually for ten years.
"COLOMBIA AND THE UNITED
STATES.

The result of the Colombian protest to the
United States is that the U.S. Admiral Casey
has been instructed to avoid any infringements
of sovereignty, and to permit the transport of
troops and munitions of war across the Isthmus
of Panama unless it is likely to lead to battle
on the Trans-Isthmian railway.

THE MACEDONIAN INSURRECTION.

Turkish troops had desperate encounters
with Bulgarian bands on the 8th and 9th
inst. At Petrich, Macedonia, three hundred
Bulgarians resisted the Turks for two days,
losing forty killed and sixty wounded.

THE VOLUNTEER CAMP.

The camp has long since settled down to a
steady pursuit of routine duties, and to our
earlier accounts of these practically nothing
remains to be added. One day is just like
another—reville at 5 a.m., parade an hour later,
a march down to the pier, and a launch trip to
one of the three batteries on Stonecutters, where
tunnies are doffed and quick-firers and six
and ten-inch breech-loaders handled by detach-
ments told off for each. The instructors are
painstaking men, and already their tutoring is
marked by a certain amount of proficiency on
the part of the Volunteer soldiers. These are
displaying much enthusiasm for their new
duties, for, besides the personal satisfaction
afforded by the knowledge that one can get
through one's own part creditably, there is
looming ahead the probability of a competi-
tion, and this in itself provides a strong
centrifugal force for the expenditure of one's best efforts.
When the competition does take place, we
believe the laggard in a gun's crew! He re-
ceives consideration from no one of his com-
rades, and even his best friend turns from him.
Speech is forbidden, but the looks that occasion-
ally are cast in the direction of the unhappy
mortal are sufficient in the depths of their
longing for a friendly knock from one of the
great shells screaming out to the target in the
water. With all this in his mind, then,
little wonder that the embryo soldier buckles
down with a resolve to be as good as the next
man anyway, and better if possible.

Turning now to less serious matters, with the
dry lightness of the young man's fancy in
springtime, it may be mentioned that the
concert to be given to-night holds promise of
much enjoyment, and the guests who are coming
over will have a good return for their trouble in
visiting the camp.

HIGHLAND GATHERING FOR
HONGKONG.

A SUGGESTION.

A Scotch correspondent writes:—
Is it not possible for the Scotch community
of the Colony to promote a Highland gathering
this winter? It is quite true that any such
meeting must necessarily lack the almost ex-
clusive national character of the great
provincial Games of Scotland; but it could be
made sufficiently open to attract all comers
while yet retaining a smack of the time-hon-
oured and picturesque Highland sports. The
well filled membership of the S. Andrew's
Society and the eminent position it holds in the
Colony go to show, surely, that there is room
for the suggested venture. There is no dearth
here of athletes as well as adapt to the game
and other competitive trials of skill dear to
the hearts of Highlanders; nor is there
much doubt that many a lovingly preserved
philabeg would be brought from its obscurity to
grace the scene, and as for piping, well, those
that should know best give the assurance that
the display would not be disappointing. Then
there is the Pipe Band of the 33rd Burma.

The Police sports used to be run pretty much
on Highland games lines, but unfortunately
these annual meetings had to be discontinued
through some cause approximate to insubordi-
nation about ten years ago. But during the
intervening period the community has grown
with great strides and is more able to make an
athletic meeting a success. Besides, the exclu-
siveness which attended the Police Sports would
be non-existent. In a tentative way the follow-
ing events might be proposed, to make up the
programme:—

- Five-a-side football competition.
- Punting the ball.
- Bicycle-racing.
- Flat hurdle and obstacle-racing.
- Highland piping and dancing.
- Tag-of-war.
- Jumping and pole-vaulting.
- Best-dressed Highlander.
- Wrestling championship.
- Tossing the caber.
- Throwing the hammer.
- Ladies' Race.

One might go on to suggest a committee and
judges, but that might appear presumptuous.
Suffice it to say that there is no lack of good
sportsmen and enthusiastic Scots in Hongkong
to act in either capacity. As to the time and
place, these could be afterwards arranged, but,
with regard to the former, a suitable date might
be found about the Chinese New Year, which
falls upon Thursday, 29th January; that date,
too, would not clash with the Taikoo Sports
or the Races. The above suggestions are
thrown out with diffidence, but exchange of
opinion through the Press or otherwise might
lead to the successful inauguration of an annual
event which would be a welcome flip to the
social life of the Colony.

THE FORTHCOMING EXHIBITION
AT OSAKA.

The fifth Japanese National Industrial
Exhibition, as our readers will see from the
notice in another column, opens at Osaka on
the 1st March next and closes on the 31st July,
1903. The Exhibition building is situated at
Imamiza near the famous temple of Tennoji, in
the southern district of the city of Osaka.

The coming Exhibition in its general plan
and scope is intended to surpass all the previous
exhibitions held in the empire and will present
a full illustration of Japanese art, produce, and
manufactures in their latest state of progress
and development. Exhibits will be installed
into the Agriculture Building, Forestry
Building, Manufacture Building, Machinery
Building, Education Building, Transportation
Building, Zoological Building, Foreign Exhibit
Building, Fine Arts Building, and Aquarium,
by groups and classes after their classification.
The Ceremonial Hall, Greenhouse, Cold
Storage, Tea House, Bazaars, Restaurants, &c.,
are to be built within the Exhibition grounds.

Osaka is the first commercial city of Japan and
is a great centre of distribution of merchandise.
It is a most progressive city and its industrial
development in the past few years is very
notable. Among its many attractions to
visitors are the Castle, now nearly ruined,
the old Shinto temple of Tennoji, dedicated to
the sacred memory of Sugawara no Michizane,
the great scholar and statesman, the old Bud-
dhist temple of Tennoji, built by the Imperial
Prince Shotoku Tisho over a thousand years
ago, the Imperial Mint, organised in 1871 by
the Imperial Government, the two temples
of the East and West Honganji, &c. There
are, too, many interesting places within a short
distance from Osaka. Nara, the ancient capital,
with its old temples and its art treasures, is
reached by rail in a few hours, and the famous
Yoshino, where thousands of cherry trees will
be in bloom near the end of April, is within a
few hours' journey. Kyoto, the western capital
of the empire, with its many attractions, is
within one hour's railway journey from Osaka.
Sakai, where the Aquarium attached to the
exhibition is situated in the Public Garden on
the beach is reached by rail in an hour, and the
old Shinto temple of Sumiyoshi, dedicated to
the Gods of Sea, is within a half hour's
railway journey.

The foreign visitors, we are informed, will
find a very comfortable accommodation in the
new Osaka Club Hotel, situated on the eastern
island of Nakanoshima, right in the heart of
Osaka. Foreign visitors coming to Osaka
during the Exhibition will obtain special pri-
vileges and have access to many places usually
closed against all visitors, both foreign and
Japanese, besides the advantage of reduced
rates on steamers and railways.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 12th October.

THE LATE VICEROY TAO MU.

H. B. Tao Mu, the late Viceroy of Canton,
died on the 10th inst. between 11 and 12 o'clock
at night, after a protracted and lingering
illness. His Excellency had applied three times
for leave to retire and go home to be nursed
and attended to, but was refused. When it was
found that he could not hold the office any
longer and was unfit to perform the public
functions allotted to him, at last he was
permitted to retire. His medical adviser, con-
sidering it too dangerous to allow him to take
a voyage home, H.E. took up his temporary re-
sidence in one of the branch establishments of the
Salt Commissioner in the Southern suburb, and
died there. Viceroy Tao Mu was a native of
Chekiang, and in his younger days was con-
sidered one of the ablest and cleverest scholars
in China, for he successfully passed nearly all
the literary examinations, and was a member
of the Imperial academy, etc. In his last
examination H.E. Chang Chih-tung, who was
one of the examiners, so much admired his
ability and his essays that he adopted him as
one of his disciples. H.E. Tao began his
official career as a secretary to the late Viceroy
Cho Chung-tung in Kuan, who appointed him
his services very highly, and after memorialising
the Throne, made him a magistrate there; from
which position he was promoted provincial
Treasurer, and afterwards became Governor of
Kwangtung, and subsequently there arose a
Mahomedan rebellion, and His Excellency
despatched Tung Fushing to suppress it. The
rebellion over, Tao Mu was appointed Governor
of the province of Kainan and Shansi. Three
years ago he became Viceroy of Kwangtung
and Kwangsi in succession to the late Viceroy
Li Hung-chang. In Canton, although he did
not do anything extraordinary to distinguish
himself, yet he was well known to be just and
straightforward, upright, and economical. He
was a reformer, and shortly after taking up
the Viceroyalty in Canton he memorialised the
Throne recommending the abolition of the
wretched military examination by bow and
arrow and lifting of blocks of stone as useless
nowadays. He was very strict with his sub-
ordinates, especially the military class, but fair
and just in treatment of them. He took
great pains in raising money for the Govern-
ment to pay the foreign indemnity. Before
his death he was suffering most severely from
chronic asthma, and of late had been spitting
blood.

KWANGSI TROUBLES.

It is almost table talk in Canton that the
rebellion in Kwangsi is getting more serious
day by day; that several districts have
been occupied by the rebels; that the
Governor-General, Shu Yun-chun, has wired
to the authorities in Canton for provisions and
ammunition, and that if the latter delay there
is a fear that the Imperialist soldiers will turn
rebels, when the whole province will be in their
power.

FORMOSA.

[FROM OUR CORRESPONDENT.]

Taihoku, Formosa, 8th October.

THE ERUPTION OF MOUNT MAYO.

The eruption at Mount Rigby, South Formosa,
we find, in the light of recent investigations,
to have been really of a volcanic nature, though
not at all alarming in extent. There was at
first a general feeling among scientific men
of the capital, that the so-called volcano was merely
the spontaneous ignition of some oil-spring or
an eruption of natural gas, as such natural
phenomena had in the past been incorrectly
reported as volcanoes. We now are in posses-
sion, however, of the report of the investigations
made by the government, and we find that the
original account sent to the Press was without
error. On the 20th of September, a column of
fire and smoke burst from a newly formed crater
which appeared in the centre of a cultivated
tract about a half mile north of the summit of
Rigby hill. Quantities of a greyish mud to-
gether with hot water were ejected and these
flowed down on to the neighbouring fields, effect-
ing some damage to the fields in a limited area
surrounding the crater. It was possible, how-
ever, at times during the eruption to approach
within some 40 or 50 rods of the crater, nearer
approach being difficult owing to the rain of
mud and hot water. On the evening of the
20th, a second crater formed some 20 yards
distant from which there also issued fire and
smoke. The eruption gradually decreased in
violence and on the 29th ceased altogether.
At present there remain two small extinct
craters, which appear to be entirely inactive.
During the eruption there was a rumbling
sound likened by the observer to distant
thunder, and there was a noticeable trembling
of the ground in the vicinity.

While the eruption was very slight, and
entirely without alarming features even for
those living in close proximity to it, it is
interesting as conclusive evidence of volcanic
activity in the island.

LATEST STEAMER MOVEMENTS.

The A.L. steamer *Trinite* left Manila for this
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The P. & O. steamer *Indra*, which left
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on the 13th inst.
The O.P.R. steamer *Athena* arrived at
Narasaki at 2 a.m. on the 14th inst., and left
again at 10 a.m. same day for Kobe, where she is
due to arrive at 5 p.m. to-day.
The N.Y.K. steamer *Akagi* (Maru) (Euro-
pean Line) left Shanghai for this port on the
13th inst., p.m., and is expected to arrive to-
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The A.L. steamer *Trinite* arrived in
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CHAPTER XXIV.

ETHELWYN IS SILENT.

At midnight I was seated in the drawing-room of the Manor. Before me, dressed in plain black which made her beautiful face look even paler than it was, sat my love, bowed, de-
pendent, silent. The household, although still
stirred, was hushed by the presence of the dead,
the long old room itself, usually as bright and
pleasant, seemed full of dark shadows, for the
lamp beneath its yellow shade burned dimly,
and everywhere there reigned a gloom of mystery.

Half-demented by grief my love had arrived
in not less than nine o'clock, and rushing to
poor Mary's room had thrown herself upon her
knees beside the poor insensate clay, for even
though of late differences might have existed
between them, the sisters were certainly devoted
to each other. The scene in the room was an
unhappy one, for although Ethelwyn betrayed
nothing by her lips, I saw by her manner that she
was full of remorse over the night-hate-beans,
and that she was bitterly reproaching herself
for some fact of which I had no knowledge.

We had not spoken of the past. She had
been too full of grief, too utterly overcome by
the tragedy of the situation. Her mournful
figure struck the sympathetic chord in my
heart. Perhaps I had misjudged her; perhaps
I had attributed to her sinister motives that
were non-existent. Alas! wherever mystery
exists, little charity enters man's heart dimly,
and thus I had been in the wrong.

"Dearest," I said, rising and taking her thin
white hand that lay idly in her lap, "in this
hour of your distress you have at least one
person who would console and comfort you—
one man who loves you."

She raised her eyes to mine quickly, with a
strange eager look. Her glance was as though
she did not fully realise the purport of my words.
I knew myself to be a sad blunderer in the art
of love, and wondered if my words were too
blunt and abrupt.

"Ah!" she sighed. "If only I believed that
those words came direct from your heart, Ralph!"

"They do," I assured her. "You received
my letter at Hereford—you read what I wrote
to you?"

"Yes," she answered. "I read it. But how
can I believe in you further, after your un-
countable treatment? You tormented me without
giving any reason. You can't deny that."

"I don't seek to deny it," I said. "On the
contrary, I accept all the blame that may attach
to me. I only ask your forgiveness, and bend-
ing to her in deep earnestness, I pressed the
small hand that was within my grasp."

"But if you loved me, as you declare you
have always done, why did you desert me in
that manner?" she inquired, her large dark
eyes turned seriously to mine.

I hesitated. Should I tell her the truth
openly and honestly?

"Because of a fact which came to my know-
ledge," I answered, after a long pause.
"What fact?" she asked with some anxiety.

"I made a discovery," I said ambiguously.
"Regarding me?"

"Yes, regarding yourself," I replied with my
eyes fixed full upon hers. "I saw that she
started at my words, her countenance fell, and
she caught her breath quickly."

"Well, tell me what it is," she asked in a
hard tone, a tone which showed me that she had
steered herself for the worst.

"Forgive me if I speak the truth," I
exclaimed. "You have asked me, and I will
be perfectly frank with you. Well, a dis-
covery among old Mr. Courtney's papers a
letter written by you several years ago, which
revealed the truth."

"The truth?" she gasped, her face blanched
in an instant. "The truth of what?"

"That you were once engaged to become his
wife."

Her breast heaved quickly, and I saw that
my words had relieved her of some great
apprehension. When I decided that I knew
"the truth," she believed that I spoke of the
secret of Courtney's masquerade. The fact of
her previous engagement was, to her, of only
secondary importance, for she replied:

"Well, and is that the sole cause of your
displeasure?"

I felt assured from the feigned flippancy of
her words that she held knowledge of the
"strange secret."

"It was the main cause," I said. "You con-
cealed the truth from me, and lived in that
man's house after he had married Mary."

"I had a reason for doing so," she exclaimed
in a quiet voice. "I did not live there by
preference."

"You were surely not forced to do so?"

"No, I was not forced. It was a duty."
Then, after a pause, she covered her face with
her hands and suddenly burst into tears crying:
"Ah, Ralph! If you could know all—that I
have suffered, you would not think ill of me!
Apparitions have been against me, that I know
quite well. The discovery of that letter must
have convinced you that I was a schemer and
unworthy, and the fact that I lived beneath the
roof of the man who had cast me off added
colour to the theory that I had conceived some
deep plot. Probably," she went on, speaking
between her sobs, "probably you even suspected
me of having had a hand in the terrible crime.
Tell me frankly," she asked, gripping my arm,
and looking into my eyes with a keen gaze,
"did you ever suspect me of being the assassin?"

I paused. What could I reply? Surely I
was best to be open and straightforward. So I
told her that I had not been alone in the suspicion,
and that Ambler Jervis had shared it with me.
"Ah! that accounts for his marvellous inge-
nuity in watching me. For weeks past he has
seemed to be constantly near me, making
inquiries regarding my movements wherever I
went. You both suspected me. But is it
necessary that I could assert my innocence of
such a deed?" she asked. "Are you not now
convinced that it was not my hand that struck
down old Mr. Courtney?"

"Forgive me," I urged. "The suspicion was
based upon ill-formed conclusions and was
heightened by your own peculiar conduct after
the tragedy."

"That my conduct was strange was surely
natural. The discovery was quite as appalling
to me as to you. And knowing that somewhere
among the dead man's papers my letters were
preserved, I dreaded lest they should fall into
the hands of the police and thereby connect
me with the crime. It was fear that my final
letter should be discovered that gave my actions
the appearance of guilt."

nevertheless, the separation has quickened my
affection and has shown that to me life without
you is impossible. You, darling, are the only
woman who has entered my life. I have shown
no woman save yourself; by no means have I
been bound to any woman in this world.
This I would have you believe, for it is the
truth. I could not lie to you if I would; it is
the truth—God is my witness."

She made me no answer. Her thin hands trem-
bled in my grasp, and she bowed her head so
that I could not see her face.

"Will you not forgive, dearest?" I urged.
The great longing to speak out my mind had
overcome me, and having eased myself of my
burden I stood awaiting her response. "Will
you not be mine again, as in the old days before
this chain of tragedy fell upon your house?"

Again she hesitated for several minutes. Then,
of a sudden she shifted her head stained face to-
wards me, all rosy with blushes and wearing
that sweet look which I had known so well in
the happy days bygone.

"If you wish it, Ralph," she faltered, "we
will look upon this breach between us as never
existed. I desire nothing else, for as you well
know I love no one else but yourself. I have
been foolish, I know. I ought to have explained
the girlish romantic affection I once entertained
for that man who afterwards married Mary. In
those days he was my ideal. Why I cannot tell.
Girls in their teens have strange caprices, and
that was mine. Just as schoolboys fall violently
in love with meretricious women, so are schoolgirls
sometimes attracted towards aged men. People
wonder when they hear of Mr. and Mrs. Courtney
married, but they are not always from
mercenary motives, as is popularly supposed.
Nevertheless I acted wrongly in not telling you
the truth from the first. It is myself who is
to blame."

So much she said, though with many a pause
and with so keen a self-reproach in her tone
that I could hardly bear to hear her when I
interrupted.

"There is mutual blame on both sides. Let
us forget it all," I bent until my lips met
hers, and we sealed our compact with a long
clinging caress.

"Yes, dear heart. Let us forget it," she
whispered. "We have both suffered—both of
us—and I felt her arms tighten about my neck.
"Oh, how you must have hated me!"

"No," I declared. "I never hated you. I
was a pitiful and suspicious, because I felt
that you knew the truth regarding the
tragedy at Kew, and remained silent."

She looked into my eyes as though she would
read my soul.

"Unfortunately," she answered, "I am not
aware of the truth."

"But you are in possession of certain strange
facts—ah?"

"That I am in possession of facts that lead
me to certain conclusions is the truth. But for
the moment, I have been seeking for it
through all these months, but without success."

"Cannot we act in accord in this matter,
dearest? May I not be acquainted with the
facts which, with your intimate knowledge of
the Courtney household, you were fully
acquainted with at the time of the tragedy?"

"I urged."

"No, Ralph," she replied, shaking her head,
and at the same time pressing my hand. "I
cannot tell you anything."

"Then you have no confidence in me?" I
asked reproachfully.

"It is not a question of confidence, but one
of honour," she replied.

"But you will at least satisfy my curiosity,
upon one point," I exclaimed. "You will tell me
the reason you lived beneath Courtney's roof?"

"You know the reason well. He was un-
invalued, and I went there to keep Mary company."

I smiled at the innocence of her explanation.
It was, however, an ingenious evasion of the
truth, for, after all, I could not deny that I had
known this through several years. Old Court-
ney, being practically confined to his room,
had himself suggested Ethelwyn bearing his
young wife company.

"Answer me truthfully, dearest. Was there
no further reason?"

She paused, and in her hesitation I detected a
desire to deceive, even though I loved her so
fondly.

"Yes, there was," she admitted at last, bowing
her head.

"Explain it."

"Alas! I cannot. It is a secret."

"A secret from me?"

"Yes, dear heart!" she cried, clutching my
hands with a wild movement. "Even from you."
My face must have betrayed the annoyance
that I felt, for next second she hastened to
soften her reply, saying:

"A great secret is impossible for me to explain.
Think! Poor Mary is lying upstairs. I can
say nothing at present—nothing—you under-
stand."

"Then afterwards—after the burial—you will
tell me what you know?"

"Until I discover the truth I am resolved to
maintain silence. All I can tell you is that the
whole affair is so remarkable and astounding
that its explanation will be even more bewildering
than the tangled chain of circumstances."
"Then you are actually in possession of the
truth," remarked with some impatience.

"What use is there to deny it?"

"At present I have suspicions—grave ones.
That is all," she protested.

"What is your theory regarding poor Mary's
death?" I asked, hoping to learn something from
her.

"Suicide. Of that there seems not a shadow
of doubt."

I was wondering if she knew of the "dead"
man's existence. Being in sisterly confidence
with Mary she probably did.

"Did it ever strike you," I asked, "that the
personal appearance of Mr. Courtney changed
very considerably after death. You saw the
body several times after the discovery. Did you
notice the change?"

She looked at me sharply, as though en-
deavouring to discern my meaning.

I saw the body several times, and certainly
noticed a change in the features. But surely
the countenance changes considerably if death
is sudden?"

"Quite true," I answered. "But I recollect
that in making the post-mortem, Sir Bernard
remarked upon the unusual change. He seemed
to have grown fully ten years older than when I
had seen him alive four years before."

"Well," she asked, "is that any circumstance
likely to lead to a solution of the mystery? I
don't exactly see the point."

"It may," I answered ambiguously, puzzled
at her manner and wondering if she were aware
of that most unaccountable feature of the
conspiracy.

"How?" she asked.

But as he had steadfastly refused to reveal
her knowledge to me, or the reason of her
residence beneath Courtney's roof, I myself
claimed the right to be equally vague.

"We were still playing at cross-purposes,
but she strenuously resisted all my persuasion."

"No. With poor Mary lying dead I can say
nothing. Later, when I have found the clue
for which I am searching, I will tell you what
I know. Till then, no word shall pass my lips."

I knew too well that when my love made up
her mind it was useless to try and turn her

from her purpose. She was no shallow, empty-
headed girl, whose opinion could be turned by
any breath of the social wind or any invention
of the faddists; her mind was strong and well-
balanced, so that she always had the courage of
her own convictions. Her sister, on the con-
trary, had been one of those giddy women who
follow every fad and furbelow of fashion, and
who take up all the latest crazes with a seriousness
worthy of far better objects. In temperance,
in disposition, in character, and in strength of
mind they had been the exact opposite of each
other, the one a star-fighter and thoughtless,
the other patient and forbearing, with an utter
disregard for the hollow artifices of Society.

"But in this matter we may be of mutual
assistance to each other," I said, in an endeavour
to persuade her. "As far as I can discern, the
mystery contains no fewer than seven complete
and distinct secrets. To obtain the truth
regarding one would probably furnish the key
to the whole."

"Then you think that poor Mary's untimely
death is closely connected with the tragedy at
Kew?" she asked.

"Most certainly. But I do not share your
opinion as to suicide."

"What? You suspect foul play?" she cried.
I nodded in the affirmative.

"You believe that poor Mary was actually
murdered?" she exclaimed anxiously. "Have
you found marks of violence, then?"

"No. I have found nothing. My opinion is
formed upon a surmise."

"What surmise?"

I hesitated whether to tell her all the facts
that I had discovered, for I was disappointed
and annoyed that she should still preserve a
dogged silence now that a reconciliation had
been brought about.

"Well," I answered after a pause, "my
suspicion of foul play is based upon logical con-
clusions. I have myself been witness of one
most astonishing fact—namely, that she was in
the habit of meeting a certain man clandestinely
at night, and that their favourite walk was
along the river bank."

"What?" she cried, starting up in alarm, all
the colour fading from her face. "You have
actually seen them together?"

"I have not only seen them, but I have over-
heard their conversation. I answered, surpris-
ed at the effect my words had produced upon her.
"Then you already know the truth!" she
cried in a wild voice that was almost a shriek.

"Forgive me—forgive me, Ralph!" And throw-
ing herself suddenly upon her knees she looked
up into my face imploringly, her white hands
clasped in an attitude of supplication, crying in
a voice broken by emotion: "Forgive me, Ralph!
I have compassion upon me!" and she burst
into a flood of tears which no caress nor
tearful effort of mine could stem.

I adored her with a passionate madness that
was beyond control. She was, as she had ever
been, my ideal—my all in all. And yet the
mystery surrounding her was still impenetrable;
an enigma that grew more complicated and
more impossible of solution.

(To be continued.)

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LONDON	GLENSHIEL	Brit. str.	1	J. McGillicray	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON, VIA PORTS OF CALL	BALLARAT	Brit. str.	1	F. Summers	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON	ACHILLES	Brit. str.	1		BUTTERFIELD & SWIRE	On 28th inst.
LONDON	MENELAUS	Brit. str.	1		BUTTERFIELD & SWIRE	On 11th November.
LONDON	AGAMEMNON	Brit. str.	1		BUTTERFIELD & SWIRE	On 25th November.
LONDON	MACHAON	Brit. str.	1		BUTTERFIELD & SWIRE	On 20th November.
LIVERPOOL DIRECT	DEUCALION	Brit. str.	1		BUTTERFIELD & SWIRE	On 18th inst. at Daylight.
MARSEILLES, LONDON, KANTWERP, S'PORE, & C.	KAMAKURA MARU	Jap. str.	1	H. Potom	MESSAGERIES MARITIMES	On 20th inst. at 1 P.M.
MARSEILLES, LONDON, KANTWERP, S'PORE, & C.	SALAZAR	Brit. str.	1	W. Bainbridge	NIPPON YUSEN KAISHA	On 1st Nov. at Daylight.
MARSEILLES, LONDON, KANTWERP, S'PORE, & C.	INABA MARU	Brit. str.	1	Krelo	GIBB, LIVINGSTON & CO.	On or about 10th inst.
GENOA & LONDON	BENLARI	Ger. str.	1	E. Prohn	MELCHERS & CO.	To-morrow, at Noon.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	1	Behrens	HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE & HAMBURG	SHIVA	Ger. str.	1	Jaeger	HAMBURG-AMERIKA LINIE	On 6th November.
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HAVRE & HAMBURG	SUEVIA	Ger. str.	1	Borek	HAMBURG-AMERIKA LINIE	On 17th December.
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NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	1	E. Beetham, R.N.	CANADIAN PACIFIC R. CO.	On 22nd inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	TAIPEI	Brit. str.	1	J. Panton	CANADIAN PACIFIC R. CO.	On 3rd December.
NEW YORK VIA PORTS & SUEZ CANAL	YAMAGUCHI	Brit. str.	1	A. Christiansen	DODWELL & CO., LTD.	On 18th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TOKA MARU	Jap. str.	1		NIPPON YUSEN KAISHA	On 20th inst. at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1	J. W. Ekstrand	BUTTERFIELD & SWIRE	On 3rd Dec. at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KAGA MARU	Jap. str.	1	W. C. Craven	PORTLAND & ASTORIA S.S. CO.	On 29th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	INDRAVATI	Brit. str.	1		BUTTERFIELD & SWIRE	On 23rd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TAIYUAN	Brit. str.	1	St. John George	GIBB, LIVINGSTON & CO.	On 23rd inst. at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1	A. E. Moss	NIPPON YUSEN KAISHA	On 1st Nov. at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1	Russach	SANDER, WIEBER & CO.	On 17th inst. at 5 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1	W. W. Cooke, R.N.	P. & O. S. N. Co.	On or about 21st inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1	R. Kori	NIPPON YUSEN KAISHA	On 4th Nov. at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1	J. MacKenzie	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1	H. Fraser	NIPPON YUSEN KAISHA	On 17th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1	Girard	BUTTERFIELD & SWIRE	On 18th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1	G. W. Cockman, R.N.	MESSAGERIES MARITIMES	On or about 19th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		P. & O. S. N. Co.	On or about 25th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		BUTTERFIELD & SWIRE	To-day.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		MELCHERS & CO.	Quick despatch
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		OSAKA SHOSEN KAISHA	On 22nd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		OSAKA SHOSEN KAISHA	On 19th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		OSAKA SHOSEN KAISHA	To-day.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		BUTTERFIELD & SWIRE	On 17th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		DOUGLAS LAFRAIK & CO.	To-day, at 9 A.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		DOUGLAS LAFRAIK & CO.	To-morrow, at Daylight.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		BUTTERFIELD & SWIRE	On 22nd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		SHEWAN, TOMES & CO.	To-day, at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		SHEWAN, TOMES & CO.	On 18th inst. at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		MITSUBI BUSSAN KAISHA	On 21st inst. at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		JARDINE, MATHESON & CO.	On 21st inst. at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		JARDINE, MATHESON & CO.	To-morrow, at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YAMAGUCHI	Brit. str.	1		MELCHERS & CO.	Quick despatch.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

AND LONDON.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PREUSSEN	THURSDAY 16th October
HAMBURG	WEDNESDAY 29th October
SACHSEN	WEDNESDAY 12th November
GERA	WEDNESDAY 26th November
KIAUTSCHOU	WEDNESDAY 10th December
DAYEIN	WEDNESDAY 24th December
KONIG ALBERT	WEDNESDAY 7th Jan. 1903
PRINZESS IRENE	WEDNESDAY 21st Jan. 1903
DARMSTADT	WEDNESDAY 4th Feb. 1903
PREUSSEN	WEDNESDAY 18th Feb. 1903
HAMBURG	WEDNESDAY 4th Mar. 1903

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 16th day of October, 1902, at Noon, the Steamship "PREUSSEN,"

of the Norddeutscher Lloyd, Captain E. Prohn, with MALES, PASSENGERS,

SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on THURSDAY, the 16th October, and Parcel Specie will be received on Board until 5 P.M. on WEDNESDAY, the 15th October, and Parcel Specie will be received at the Agency's Office until Noon on WEDNESDAY, the 15th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linens can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 8th October, 1902.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	GLENSHIEL	Noon, 17th	Freight only.
LONDON	J. McGillicray	October	
YOKOHAMA	TAKESHIMA	About 21st	Freight only.
SHANGHAI, TAIKUI, MOJI and KOBE	W. W. Cooke, R.N.	October	
LONDON, &c.	BALLARAT	Noon, 25th	See Special Advertisement
SHANGHAI	F. Summers	October	
SHANGHAI	MASSILIA	About 25th	Freight or Passage.
SHANGHAI	G. W. Cockman, R.N.	October	

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 13th October, 1902.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

SILVIA HAVRE and HAMBURG | On 21st Oct. | Freight || SAXONIA | HAVRE and HAMBURG | On 6th Nov. | Freight |
SEBASTIA	HAVRE and HAMBURG	On 19th Nov.	Freight
MAKBURG	HAVRE and HAMBURG	On 3rd Dec.	Freight
SUEVIA	HAVRE and HAMBURG	On 17th Dec.	Freight
ALENIA	HAVRE and HAMBURG	On 31st Dec.	Freight

For Further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

KAMAKURA MARU ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID | SATURDAY, 18th Oct. | at Daylight || TOKA MARU | U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA | FRIDAY, 24th Oct. | at Daylight |
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 24th Oct.	at Noon
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th Oct.	at Noon
INABA MARU	MAESELLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 1st Nov.	at Daylight
YAMATA MARU	SYDNEY and MELBOURNE via THURSDAY ISLAND, TOWN, VILLE and BRISBANE	SATURDAY, 1st Nov.	at Noon
KAGA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 3rd Nov.	at 4 P.M.
KAGOSHIMA MARU	U.S.A., SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 4th Nov.	at Noon

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamships.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. HUBER, Manager.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

TAMISU, VIA SWATOW "DAIJI MARU" | SUNDAY, 19th | October || TAMISU, VIA SWATOW | T. W. Groves | SUNDAY, 26th | October |
TAMISU, VIA SWATOW	T. Oota	WEDNESDAY, 15th	October
TAMISU, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 22nd	October
TAMISU, VIA SWATOW	T. Saito	WEDNESDAY, 22nd	October
TAMISU, VIA SWATOW	"ANPING MARU"	October	

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily medical doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class Lloyd's.

Steamers will go alongside the Co's Pionier at the Canton water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading, issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 14th October, 1902.

T. ARIMA, Manager.

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NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Dates.

VICTORIA J. Panton | 3,502 | October 18th || PIEDADES | W. H. Smith | 3,754 | October 23rd |
| OLYMPIA | J. Truebridge | 2,337 | October 29th |
| SHAWMUT | | 9,006 | November 7th |

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight, Passage, &c., apply to

DODWELL & CO., COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 3rd October, 1902.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

* Empress' Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPEROR OF CHINA," Comdr. R. Archibald, R.N., WEDNESDAY, 22nd Oct.

R.M.S. "EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N., WEDNESDAY, 18th Nov.

R.M.S. "TANTALUS," Comdr. E. Beetham, R.N., WEDNESDAY, 3rd Dec.

R.M.S. "EMPEROR OF JAPAN," Comdr. H. Pybus, R.N., WEDNESDAY, 17th Dec.

R.M.S. "ATHLETIC," Comdr. H. Mowatt, WEDNESDAY, 3rd Dec.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to WEEK in the Trans-Pacific Journey.

As a make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Close connections are made at Montreal, Quebec, Halifax, New York and with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japanese Governments.

The attractive features of this Company's route enhance its PALATABLE STEAMSHIP (second to none in the World), the LUXURANCE OF ITS TRAVEL, and the COMFORT OF ITS TRAVEL.

In addition to the excellent First Saloon Passenger accommodation, the "ATHLETIC" takes Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TANTALUS" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, P.O. Box 100, Hongkong.

Hongkong, 14th October, 1902.

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SHIPPING.

ARRIVALS.

Oct. 13, BYRON, Norwegian str., 771, Carlen, Chelton 7th October, General. SANDER, WIEBER & CO.

Oct. 13, GARA, Norwegian str., 621, Pedersen, saigon 8th Oct., Rice—CHINESE.

Oct. 13, KONGWAI, German str

OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	On 15th October.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th October.
GLASGOW and LIVERPOOL	"STANTOR"	On 30th October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 8th November.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th November.

TO	STEAMERS	TO SAIL
LIVERPOOL DIRECT	"MACHAON"	On 15th October.
(Taking Cargo at London Rates)	"ACHILLES"	On 28th October.
LONDON	"MENEALUS"	On 11th November.
LIVERPOOL DIRECT	"DEUCALION"	On 29th November.
(Taking Cargo at London Rates)	"AGAMEMNON"	On 25th November.

The S.S. "MACHAON" left Shanghai on the 12th inst., a.m., and is due here to-day to load for Liverpool.
The S.S. "DEUCALION" left Singapore on the 10th inst., and is expected here on the 15th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th October, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.
GLASGOW and LIVERPOOL	"TEENKAI"	On 19th November.
GLASGOW and LIVERPOOL	"MOYUNE"	On 27th November.
GLASGOW and LIVERPOOL	"OOPACK"	On 10th December.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 31st October.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd October, 1902.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"FOOCHOW"	On 15th October.
SHANGHAI	"SHANGHAI"	On 17th October.
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	On 17th October.
SHANGHAI	"YOHOW"	On 18th October.
CEBU and ILOILO	"KAIFONG"	On 22nd October.

CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

§ See Special Advertisement.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th October, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR
OPERATING IN
OREGON RAILROAD & NAVIGATION CO.
CONNECTION WITH THE
STEAMERS

STEAMERS	Tons	CAPTAIN	HONGKONG
"INDRAPATI"	4,899	W. C. Craven	October 27, 1902
"INDRAPATI"	4,899	Hollingsworth	November 14, 1902
"INDRAPATI"	4,899	R. P. Craven	December 14, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 8th October, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEBANON, VENICE and ADRIATIC PORTS.)
The Company's Steamship

"TRIESTE"
Captain Mazzoni, will be despatched as above on SATURDAY, the 18th inst., p.m.

This Steamer has Cabin Accommodation for Passengers, Electric Light, and carries a Doctor.
For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 14th October, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship

"AIRLIE"

Captain St. John George, will be despatched for the above ports on THURSDAY, the 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is insulated throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th October, 1902.

STEAM FOR ODESSA.

The New Russian Steamer
"KNIAS GOETTSCHAKOW"
3,287 Tons Gross Register,
will be despatched for ODESSA VIA PORTS
on CALL on THURSDAY, the 23rd inst.

For Freight and further Particulars, apply to
BRADLEY & CO.,
Agents.

Hongkong, 8th October, 1902.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR SANDAKAN.
Call at KUDAT.
The Company's Steamship

"SANDAKAN"
Captain Schuur, will be ready to load for the above port on the 18th inst.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 11th October, 1902.

ALTERATION.

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON.

The Steamship
"BENLARIQ"
Captain Kroble, will be despatched as above on or about the 16th inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 11th October, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
The Company's Steamship

"MARQUIS D'ACQUEHEM"
Captain Rasse, will leave for the above places on FRIDAY, the 17th inst., at 5 p.m.

The Steamer has Cabin Accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 11th October, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship

"RUBI"
Captain R. W. Almond, will be despatched for the above port on SATURDAY, the 18th inst., at 4 p.m.

Highest-class Passenger Steamers, high powered, newest and most up to date on the run. All Accommodation amply supplied. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to
SHEW, N. TOMES & CO.,
General Managers.

Hongkong, 14th October, 1902.

COMPAGNIE DES MESSEGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
The Company's Steamship

"ANNAM"
Captain Girard, will be despatched for the above ports on SUNDAY, the 19th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 14th October, 1902.

TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.
The Company's well-known Steamship

"ROSETTA MARU"
3,876 Tons.

Captain Tate, will be despatched for MANILA on TUESDAY, the 21st inst., at Noon.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivaled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Prince's Buildings, 100 House Street.
Hongkong, 14th October, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, portions of which can be obtained on application to the Undersecretary.

NEXT SAILINGS.

"TAIYUAN" leaves on 23rd October.
"TSINAN" " " 18th November.
"CHANGSHA" " " 8th December.
"CHINGTU" " " 28th December.

Superior accommodation amply supplied. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LD.
Hongkong, 2nd October, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with the China Steam Navigation Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)
PROPOSED SAILINGS FROM HONGKONG, 1902

"LOTHIAN" About 23rd Oct.
"LOWTHER CASTLE" 4th Nov.
"BORDER KNIGHT" 15th Nov.
"ORONO" To follow.
"CROYDON" To follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 11th October, 1902.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

ALLAN, American ship, McKay—Standard Oil Co.
ASTRAL, American ship, Dunham—Standard Oil Co.
KEAL, British ship, J. Hughes—Order.

MANUEL, American ship, Nichols—Standard Oil Co.
PLEIADES, American ship, Parington—Doddwell & Co. Ltd.

NOTICE TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Charge impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.

Hongkong, 10th October, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London &c., ex S.S. India.
From Australia, ex S.S. Himalaya.
From Persia Gulf, ex S.S. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 5 p.m. on 11th inst.

Goods not cleared by the 18th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 a.m. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1902.

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES"
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Charge impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 8th October, 1902.

OCEAN STEAM SHIP COMPANY, LIMITED.

NOTICE TO CONSIGNEES OF CARGO EX "AJAX."

CONSIGNEES of Cargo on above steamer, which struck on a reef near Jeddah on or about 1st June, 1902, are notified that all Claims other than for sea damage should be rendered to the undersigned, accompanied by survey reports in duplicate, on or before 25th instant, after which date they cannot be recognised.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th October, 1902.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager.
20, Des Voeux Road.
Hongkong, 13th June, 1902.

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"Hongkong Daily Press" Office.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcibiades, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Branks, Japan.

Albion, battleship, 12,550 tons, 16 guns, Capt. Thomas H. M. Jervis, at Hongkong.

Albatross, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, at Hongkong.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Hongkong.

Arctura, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, Straits.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Weihaiwei.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Hongkong.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. F. M. Leake, Yangtze.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, at Nagasaki.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, at Hongkong.

Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, on Yangtze.

Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Burton, on route Hongkong.

Fame, torpedo-boat destroyer, 380 tons, 4 guns, 3,700 h.p., Lieut. Comdr. Cyril Ascock, at Weihaiwei.

Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, at Shanghai.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve.

Glory, battleship, 12,550 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, Japan.

Goliath, battleship, 12,550 tons, 16 guns, 15,500 h.p., Captain F. H. Henderson, C.V.O., at Weihaiwei.

Handy, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Weihaiwei.

Hummer, storeship, 1,640 tons, Comdr. John D. Dainton, at Weihaiwei.

Janus, torpedo-boat destroyer, 230 tons, 6 guns, 3,900 h.p., in reserve.

Kinsale, river gunboat, 331 tons, Lieut. Comdr. G. B. Powell, on Yangtze.

Moonbeam, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. G. Webster, West River.

Mutine, sloop, 980 tons, 10 guns, Comdr. J. W. M. Plenderbath, Behring Sea.

Ocean, battleship, 12,550 tons, 16 guns, 13,500 h.p., Capt. Richard W. Waite, at Weihaiwei.

Otter, torpedo-boat destroyer, 350 tons, in reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,490 h.p., Comdr. W. H. Nicholson, at Ningpo.

Pique, cruiser, 3,800 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, on Yangtze.

Ramirez, surveying-ship, 583 tons, Capt. Morris H. Smyth, Japan.

Ricoch, sloop, 980 tons, 6 guns, Comdr. D. S. Anlyn Waite, at Newchwang.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John F. Irwin, West River.

Rosario, sloop, 980 tons, 6 guns, 1,490 h.p., Comdr. A. W. Hamilton, Behring Sea.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Murray MacG. Lockhart, West River.

Saige, river gunboat, 35 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtze.

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve.

Talbot, cruiser, 5,600 tons, 11 guns, 9,500 h.p., Capt. Lewis Bayley, at Amoy.

Tamar,

